


DEADLES



RIDING AND DRIVING.

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BEADLE'S DIME

HAND-BOOK OF

RIDING AND DRIVING;

COMPREISING COMPLETE RULES FOR

THE MANAGEMENT OF THE HORSE,

UNDER THE SADDLE AND IN HARNESS; ALSO,

A SPECIAL CHAPTER ON FEMALE HORSEMANSHIP

PREPARED EXPRESSLY FOR THE DIME SERIES.

NEW YORK:

BEADLE AND ADAMS, PUBLISHERS,

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PUBLISHERS' NOTICE.

The rapidly increasing interest, in this country, in the horse and his management, renders it eminently proper to place within reach of all a volume which shall prove at once an assistant to novices and a general directory to the road, for riding and driving. This we have here done. The basis of the work is the Manual of the Road and Field by "Stonehenge"—a book of great clearness and value. We have superadded such modifications and new matter as are necessary to place before American horsemen the most *useful* text-book attainable upon the subject.

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BEADLE'S DIME

HAND-BOOK OF

RIDING AND DRIVING.

RIDING.

The Accouterments and Aids

REQUIRED—are a saddle, bridle, and a whip or stick. Spurs are not commonly used unless the horse is sluggish, but some are never to be depended upon without this stimulus. They are sometimes so indolent as to stumble at every few yards without the spur, but on the slightest touch they are all alive, and their action changes in a moment. With such animals the spur should always be worn, though it need seldom be used.

Mounting and Dismounting.

The directions for these, the preliminary feats of horsemanship, are generally given as if all horses were of moderate height, and all men six feet in their stockings.

Thus Captain Richardson, in his recent contribution to "sporting" literature, advises as follows:

"Stand opposite the near forefoot of the horse, place the left hand on the neck near to the withers, having the back of the hand to the horse's head, and the reins lying in front of the hand.

"Take up the reins with the right hand, put the little finger of the left hand between them, and draw them through until you feel the mouth of the horse; turn the remainder of the reins along the inside of the left hand, let it fall over the fore-finger on the off side, and place the thumb upon the reins.

"Twist a lock of the mane round the thumb or forefinger, and close the hand firmly upon the reins.

"Take the stirrup in the right hand, and place the left toe in it as far as the ball; let the knee press against the flap of

the saddle to prevent the point of the toe from irritating the side of the horse; seize the cantle of the saddle with the right hand, and springing up from the right toe, throw the right leg clear over the horse, coming gently into the saddle by staying the weight of the body with the right hand resting on the right side of the pommel of the saddle; put the right toe in the stirrup."

Now, this is, in the main, applicable to a man of five feet ten inches or six feet; but to a shorter individual, attempting to mount a horse of fifteen hands, it is an impossibility, simply because he can not reach the cantle from the same position which enables him to hold the stirrup in his left hand.

The captain is also wrong, in my opinion, in directing that that the body should be raised into the saddle *directly* from the ground, with *one* movement. This will always bring the rider down into the saddle with a very awkward jerk; and the proper direction is to raise the body straight up, till both feet are on a level with the stirrup iron, and *then*, with the left leg held against the flap of the saddle by the left hand on the pommel, the right leg is easily thrown over the cantle, and the body may be kept in the first position until the horse is quiet, if he is plunging or rearing. A short man can generally place his foot in the stirrup while held in his hand, but it should be known that all can not do this, because I have seen young riders much vexed at finding that they could not possibly do what is directed.

In all cases the rider should stand at the shoulder, though with a short man, it is much easier to mount a tall horse from the hind-quarter. If the hand *can* steady the stirrup it should do so, but if the person is too short it can be placed in the stirrup without its aid; then, taking the reins between the fingers, much as directed in the passage already quoted, and grasping a lock of the mane with the finger and thumb, the body is raised till the right foot is brought to a level with the left, when the right hand seizes the cantle, and with the left grasping the pommel, the body is steadied for a short time, which in the ordinary mount is almost imperceptible, but in a ridgety horse is sometimes of considerable length. The leg is now thrown gently over the saddle, and as it reaches the hand the latter is withdrawn, after which the body sinks into

the saddle in an easy and graceful manner. The right foot is then placed in the stirrup, with or without the aid of the right hand holding it.

Dismounting is effected by first bringing the horse to a standstill ; then shorten the left hand on the reins, till it lies on the withers, with a steady feel of the mouth, twist a lock of the mane on the finger, and hold it with the reins ; bearing also on the pommel with the heel of the hand. Next, throw the right foot out of the stirrup, and lift the body, steadied by the left hand, and borne by the left foot, until it is raised out of the saddle ; throw gently the right leg over the cantle, and as it passes it grasp this part with the right hand ; then lower the body gently to the ground by the aid of the two hands and the left foot ; or if it is a very short person and a tall horse, by raising the body out of the stirrup on the hands and dropping to the ground by their aid alone.

Mounting without stirrups, while the horse is standing still, is effected as follows :

The rider stands opposite the saddle and takes hold of both the pommel and the cantle, keeping the reins in the left hand at the same time, and in the same manner as in an ordinary mounting.

Now spring strongly from the ground, and by means of the spring, aided by the arms, raise the body above the saddle ; then twist the leg over, whilst the right hand is shifted to the right side of the pommel, and by means of both the hands the body is steadied into the saddle.

Mounting without stirrups may, by very active men, be effected while the horse is going on, much in the same way as is seen constantly in the circus.

The rider runs by the side of the horse, laying hold of the pommel of the saddle with both hands strongly, and allowing him to drag him along for two or three very long steps, he suddenly springs from the ground and is drawn into the saddle.

This feat is seldom achieved by the ordinary equestrian ; but it is easier than it looks, and is sometimes of great service with a fidgety horse.

Dismounting without stirrups, requires the horse to be brought to a stand-still, then holding the reins in the left hand

both are placed upon the pommel, and by their aid alone the body is raised out of the saddle; the right leg is now thrown over the cantle, and in doing so the right hand seizes it, and with the left lowers the body to the ground.

Mounting and dismounting on the off side merely requires all the movements to be reversed, and, reading left for right and right for left, all the directions previously given are applicable.

It is very useful sometimes to be able to effect this, as some horses with defective eyes will more readily allow mounting on the off side than on the left.

Management of the Seat and Reins.

The seat is the first thing to be settled, and it should always be fixed before any thing else is done—that is, as soon as the body is placed in the saddle.

There are four things necessary to be attended to—first, the position of the weight, so as to be sufficiently forward in the saddle; secondly, the fixing of the knees on the padded part of the flap; thirdly, the proper length and position of the stirrups; and fourthly, the carriage of the body.

The weight of the body should be well forward, because the center of motion is close to the middle of the saddle; and as the weight is chiefly thrown upon the breech, if the seat is far back it is not in that part, but near the cantle that it is placed. But by sitting well forward, the weight is distributed between the breech, thighs, and feet; the horse is able to rise and fall in his gallop without disturbing his rider. The knees must be well forward to effect this seat, and also well in front of the stirrup leathers; for if they are placed behind them the body is thrown too far back, and the hold is insecure.

The object of all young riders should be to get as far forward as possible, so that the knee is not off the saddle; and they can scarcely overdo this part of the lesson by any effort in their power. The stirrups must not be too short. These should be about the length which will touch the projecting ankle bone, when the legs are placed as above directed, but out of the stirrups; and when they are placed in them the heel should be about an inch and a half below the ball of the foot. This latter part receives the pressure of the stirrup

In road-riding, but in field-riding or racing, the foot is thrust "home," and the stirrup touches the instep, whilst the pressure is taken by the under part of the arch of the foot. The reason of this is that in leaping, the pressure on the stirrup is almost lost; and if the toe only is placed within it the foot is constantly coming out. Besides this, in the gallop the attitude is of that nature that the spring of the instep is not wanted, the weight being too much thrown upon the foot, if standing in the stirrups; and if sitting down in the saddle the feet should scarcely press upon the stirrups at all, and, therefore, the best place for them is where they will be most secure.

The body should be carried easily, leaning backward and forward or sideways, as required, but not forcibly. Instinct is here the best guide, and the rider should follow its precepts rather than attempt to adopt any preconceived rule. If the horse rears he will feel called upon by nature to lean forward, and may even grasp the neck if useful or any thing but the bridle, which will only bring the horse back upon him. The body should not be held stiffly upright, but, short of this, it can scarcely be too still, the hips being slightly arched forward. The legs also should be as motionless as possible, and nearly perpendicular from the knee downwards; but if any thing a little forward, the foot being well depressed, and the toes very slightly turned outward. The shoulders should always be square—that is, at right angles to the road taken; and whether trotting or galloping, neither of them should be advanced before the other.

The reins are to be taken up as soon as the seat is settled, and during that operation, with a young horseman, the horse should be held quiet by the groom, who stands on the off side with both the snaffle-reins in his right hand; or, if the horse is very fidgety, he may stand in front of him, with a snaffle-rein in each hand; and this almost always keeps quiet any but a thoroughly stormy horse. The groom should also hold the right stirrup for the rider to place his foot in. In gathering the reins up, they are first raised by the right hand, and then placed in the left.

The single rein is held by placing all but the forefinger between the reins, and then turning them over that finger

toward the off side, they are held firmly between it and the thumb. By this mode the hand has only to be opened, and the ends of the rein may be laid hold of by the right hand, to enable the left to shorten its grasp. When the hand is thus closed upon the rein, the thumb should be pointed to the horse's ears, the little finger near upon the pommel of the saddle, and the elbow close to the side, which last is a necessary consequence of the above position of the hand; so that the equestrian has only to look at this part, and see that the thumb points to the ears, with the little finger down on the pommel, and he may be quite sure that his elbow is right. When the hand is held in violation of this rule, the elbow is almost sure to be thrown from the sides, and the attitude is therefore unsightly; besides which, there is less control over the mouth by the action of the wrist.

With the single rein the management of the mouth is easy enough; nevertheless, there are various directions for the purpose adopted in different schools, which are dependent upon altogether conflicting principles. Every tyro knows that the horse turns to the left by pulling the left rein, and to the right by pulling the opposite one; and the problem to be solved is, to do this by one hand only. This in the single rein is easily effected by raising the thumb toward the right shoulder, when the right rein is to be pulled or by drawing the little finger toward the fork for the left; in both cases by a turn of the wrist without lifting the whole hand.

But over and above this action on the mouth, and in many cases independent of it, is a movement which, in trained horses, is capable of much greater nicety, and which depends upon the suppleness of the skin of the neck for its accomplishment. It is effected by turning the whole hand to the right or left *without any wrist action*, so as to press the right rein against the neck, in order to cause a turn to the left, and the left rein against the neck for the opposite purpose; at the same time rather slackening the reins, so as not to bear upon the mouth by so doing. In this way a horse may be "cantered round a cabbage-leaf," as the dealers say, with a much greater degree of nicety and smoothness than by acting on the corner of his mouth. But, highly bred horses, and as the military troopers are often too much used to their bits to answer to this

slight and delicate manipulation; and therefore it is commended by Captain Richardson, as well as by Colonel Greenwood. I am well aware that some horses never can be taught it, but must always have the bearing on the mouth before they will learn; yet when it can be taught, it makes the animal so tractable and agreeable to ride that it is a highly desirable accomplishment; and I can not, therefore, join in condemning its use, but should rejoice if it could in all cases be fully developed.

The double-rein is held in two ways, but the best, in my opinion, is as follows:

First take up the snaffle-rein, and place it as before, except that the left rein is to be between the ring and middle fingers; then raise the curb-rein, and hook it on to the little finger, where it may either be left for use when wanted, or at once drawn over the forefinger to the proper degree of tightness, and pressed down upon it by the thumb; in which case the reins should all fall over the off side of the horse. By this mode the curb-rein is always at the command of the right hand, and it may be shortened or let out in a moment, which is of constant occurrence in every day's ride. The hand is held as before, with the thumb pointing to the horse's ears; in turning, however, there is much less power of bearing on either side of the bit by raising the thumb or lowering the little finger, because the distance between the snaffle-reins is only half what it was, and therefore the mode of turning by pressure upon the neck is doubly desirable; and hence be constant adoption in all cases where double-reined bridles are used, as in the field and on the road.

Sometimes, to obviate this objection, the snaffle-reins are placed as in the single-reined bridle, outside the little finger, and then the curb is hooked over the ring-finger, between the snaffle-reins, so as to allow of the full manipulation of the mouth by the hand, without bearing upon the neck.

But the objection to this is that the curb can not be shortened without releasing the snaffle, and therefore the horse must either be ridden on the curb alone, while this process is being effected, or his head must be loosed altogether, whereas in the other mode his mouth is still under the control of the snaffle all the time that the curb is being let out or taken in.

The Ordinary Paces.

The walk is a perfectly natural pace to the horse, but it is somewhat altered by use, being quicker and smarter than before breaking, and with the hind legs more brought under the body in the perfect roadster. In this pace the head should not be too much confined, and yet the rider should not entirely leave it uncontrolled; the lightest possible touch is enough, so that on any trip the hand is at once informed of it by the drop of the head, when by a sudden jerk of the bridle, not too forcible, it rouses the horse and prevents his falling. It is not that he is kept up by pulling the rein, but that he is roused by it and made to exert himself, for many horses seem regardless of falls, and would be down twenty times a day if they were not stimulated by the heel and bit. Confinement of the head in the walk is absolutely injurious, and more frequently causes a fall than saves one.

A good walker will go on nodding his head to each step, more or less as it is a long or short one; and if this nodding is prevented by the heavy hand of the rider, the forefoot is not properly stretched forward, the step is crippled, and very often the toe strikes the ground; when if the head were at liberty, it would clear it well. In horses which are apt to stumble on the walk, I have generally found that a loose rein, with the curb held ready for a check, is the safest plan; and then the horse soon finds that he is punished the moment he stumbles, and in a very short time he learns to recover himself almost before he is reminded. I do not like the spur or the whip so well, because the use of either makes the horse spring forward, and often blunder again in his hurry to avoid this kind of punishment. The check of the curb, on the other hand, makes him recover himself without extra progress, or rather by partially stopping him, and thus he is better able to avoid his fall. The body is allowed to yield slightly to the motions of the horse, but not to waddle from side to side, as is sometimes seen.

Some horses do not stir the rider at all, while others throw him about and fatigue him greatly; and this may generally be foretold when the tail sways much from side to side in the walk, which is caused by the over long stride of the horse, a desirable accomplishment in the road horse, but not in the hack.

The trot is altogether an acquired pace, and in the natural state is never seen for more than a few yards at a time. In it the fore and hind legs of opposite sides move together, and are taken up and put down exactly at the same moment.

To start a horse in the trot, take hold of both the reins of the snaffle, and bear firmly, but steadily, upon the mouth, lean slightly forward in the saddle, press the legs against the horse's sides, and use the peculiar click of the tongue, which serves as an encouragement to the horse on all occasions. If properly broken, he will now fall at once into the trot, but if he breaks into a canter or gallop, he must be checked, and restrained into a walk or a very slow trot, called a "jog-trot."

In some cases a horse can canter as slow as he walks, and here there is often great difficulty in making him trot, for no restraint short of a total halt will prevent the canter. In such case, laying hold of an ear will often succeed, by making the animal drop his head, which movement interferes with the canter, and generally leads to a trot.

Riding in the stirrups with the trot is generally practiced in civil life, as being far less fatiguing to both horse and rider, but in the military schools the opposite style is inculcated, because among a troop of horse it has a very bad effect when a number of men are bobbing up and down, out of all time. If it were possible for all to rise together, perhaps the offence against military precision might be pardoned; but as horses will not all step together, so the men can not all rise at the same moment, and the consequence is that they are doomed to bump upon the sheep-skins in a very tiresome manner, fatiguing alike to man and horse.

The civilian's mode is as follows:—At the precise moment when the hind and fore legs are making their effort to throw the horse forward in progression, the body of the rider is thrown finely into the air, in some horses to so great an extent as to make a young rider feel as if he never should come down again. After reaching the utmost height, however, the body falls, and reaches the saddle just in time to catch the next effort, and so on as long as the trot lasts. In this way the horse absolutely carries no weight at all during half his time, and the action and reaction are of such a nature that the trot is accelerated rather than retarded by the weight.

No horse can trot above twelve or thirteen miles an hour without this rising, though he may run or pace in the American style, so that it is not only to save the rider's bones, but also to ease the horse, that this practice has been introduced, and has held its ground in spite of the want of military sanction. It is here as with the seat, utility is sacrificed to appearances; and whenever the the long and weak seat of the barrack-yard supplants the firm seat of the civilian, I shall expect to see the rising in the trot abandoned, but certainly not till then.

In the trot, the foot should bear strongly on the stirrup, with the heel well down, and the ball of the foot pressing on the foot-piece of the stirrup, so that the elasticity of the ankle takes off the jar, and prevents the double rise, which in some rough horses is very apt to be produced. The knees should always be maintained exactly in the same place, without that shifting motion which is so common with bad riders, and the legs should be held perpendicularly from the knee downwards. The chest well forward, the waist in, and the rise nearly upright, but slightly forward, and as easily as can be effected, without effort on the part of the rider, and rather restraining than adding to the throw of the horse.

The military style, without rising, is effected by leaving the body as much as possible to find its own level. The knees should not cling to the saddle, the foot should not press forcibly on the stirrup, and the hands should not bear upon the bridle.

By attending to these negative directions, the rider has only to lean very slightly back from the perpendicular, and preserve his balance, when practice will do all the rest.

The canter is even more than the trot an unnatural and artificial pace. It can very seldom be taught without setting a horse much upon his haunches, and very rarely indeed without the use of the curb-rein. It is a pace in which all the legs are lifted and set down one after the other in the most methodical manner; the near or off fore-leg leading off, as the case may be, but one foot being always in contact with the ground.

To start the canter with either leg, it is necessary to pull the opposite rein, and press the opposite heel.

The reason of this is obvious enough; every horse in starting to canter (and many even in the canter itself), turns himself.

slightly across his hind-quarters, in order to enable him to lead with that leg which he thereby advances. Thus, supposing a horse is going to lead off with the off fore-leg, he turns his head to the left and his croup to the right, and then easily gets his off-leg before, and his near leg behind into the line which is being taken. Now, compel him to repeat this action, it is only necessary to turn him in this way, by putting his head to the left, and by touching him with the left heel, after which he is made to canter by exciting him with the voice or whip, whilst at the same moment he is restrained by the curb. When once this lead is commenced, the hold on the curb and pressure on the legs may be quite equal; but if, while the canter is maintained, it is desired to change the leading leg, the reins must be collected and raised by the bit and voice, and then, reversing the pull of the reins and the leg-pressure from that previously practiced, so as to turn the horse in the opposite way to that in which he was started, he will generally be compelled to change his lead, which is called "changing his leg."

The seat for the canter is a very easy one, the knees taking a very gentle hold of the saddle, the feet not bearing strongly upon the stirrups, and the body tolerably upright in the saddle.

The hands must not be too low in this pace, but should keep a very gentle but constant pressure upon the bit, and should, if there is the slightest tendency to drop the canter, rouse the mouth by a very slight reminder, and also simulate the fears by the voice or whip.

The gallop is the most natural of all paces, being seen in all horses while at liberty, from the Shetland pony and Indian "Mustang," and the heavy horse to the pure-bred race-horse. It is a succession of leaps, and differs from the canter in one important feature, which separates the one pace from the other. In the description of the latter pace I have said that one foot is always in contact with the ground; whilst in the gallop, whether fast or slow, there is always an interval in which the whole animal is suspended in the air, without touching the ground. Hence, it is not true that the canter is a slow gallop, nor is the gallop a fast canter; but the two are *totally distinct paces*, as different as walking and running in the human subject. There is, however, the same

variation in the leading leg, and the same mode of compelling the lead of one particular leg, as well as of causing the change of lead, though it is much more difficult to effect these objects in the faster pace than in the slower one.

The proper seat in the gallop is either to sit down in the saddle or to stand in the stirrups, according to circumstances. The former is the usual seat, and it is only in racing or in the very fast gallop at other times that the latter is adopted.

In sitting down, the foot may be either resting on the ball of the toe, as in the other paces, or with the stirrup "home" to the boot, as is common in all field-riding. The body is thrown easily and slightly back, the knees take firm hold, the rider being careful not to grip so tight as to distress the horse, which fault I have known very numerous men often commit. The hands should be low, with sufficient pull at the mouth to restrain him, but not to annoy and make him "fight;" and if he is inclined to get his head down too much, or the reverse, they must be raised or lowered accordingly.

When standing in the stirrups is to be practiced, the weight is thrown upon them, steadying it with the knees, which should keep firm hold of the saddle flaps. The seat of the body is carried well back, while at the same time the loin is thrown forwards; but by this combined action the weight is not hanging over the shoulder of the horse, as it would be and often is, when the breech is raised from the saddle and brought almost over the pommel, with the eyes of the rider looking down his horse's forehead, or very nearly so.

If a jockey with a good seat is watched, it will be seen that his leg does *not* descend straight from the knee, but that it is slightly thrown back from that line, and consequently that his center of gravity is *behind* it, so that he can, by stiffening the joint, carry his body as far behind it as his stirrup is, without ceasing to stand in it. This seat can not be long maintained without fatigue to the rider, and it is only adopted in racing or in short gallops over hard ground, or a steep hill, or any kind of ground calculated to tire a horse.

The varieties of the gallop are, the hand gallop, the three-quarter gallop, and the full gallop, which is capable of still further extension in the "racing set-to." They are all,

however, modifications of the same pace, varying only in the velocity with which they are carried out.

Besides the paces of the horse which are required for his use by man, there are also certain movements very commonly met with, by no means desirable, and others which are taught him for man's extraordinary purposes; the former are called vices, the latter are more or less the result of the *manège*, or breaking-school.

Vices.

The vices are—first, stumbling; secondly, cutting and rearing; thirdly, sliding; fourthly, kicking; fifthly, plunging; sixthly, lying down; seventhly, shouldering; and eighthly, running away. The *manègés* are backing, passing, &c.

Stumbling is caused by defective muscular action in all cases, though there is no doubt that in many horses this defect is aggravated by lameness, either of the feet or legs, or from defective shoeing.

Some horses can never be ridden in safety for many miles, although they will “show out” with very good action; and this is caused by the muscles which raise and extend the leg striking very rapidly; after which the ground is not cleared by the toe, and when it is struck *there is not power to recover* from the mistake. Many careless and low gears are constantly striking their feet against stones, but having strong extensors they draw their feet clear of the obstacle, and easily recover themselves; whilst those which are differently furnished, although they strike with less force, yet they have no power to help themselves, and therefore they fall. The one kind may be kept on their legs by constant rousing and severity, but the weak ones are never safe. In the stumbling from *hurfulness* or *surprise* the most humane course, as well as the safest, is either to dismount and lead the horse, or to keep him “alive” by the use of the whip or spur. Humanity, taking a middle course by riding quietly, is sure to lick the dust, and the plan should never be attempted.

But there are many kinds of careless stumbling. One arises from the toe touching although well thrown over; but the knee action being low, the foot is not cleared. This is not a very dangerous kind, and is generally recovered from. The

next is from the foot being put down too far back, and too much on the toe, so that the pastern, instead of settling into its proper place behind the perpendicular of the foot, "knuckles over" in front, and so cause the leg to lose its power of sustaining the weight. Here the horse does not generally fall unless the other leg follows suit; but it is a very unpleasant accident, and if a horse is liable to it he is never to be considered safe. Such animals are very deceptive to the young and inexperienced, because they generally lift their knees high, and lead to the supposition that they are safe and good goers. But if they are watched they will be seen to put their feet down behind a perpendicular line, drawn from the front of their knees; and when that is the case the kind of stumbling here alluded to is always to be expected.

There is also the stumbling from putting the foot on a rolling stone, which gives way at the moment of bearing the weight, and thus throws the horse off his balance; so as to occasion him to make a mistake with the other leg, which will be greater or less accordingly to his good or bad action.

Lastly, there is a stumbling resulting from tender soles or frogs, in which the feet being placed upon a sharp stone, so much pain is occasioned that the knee is allowed to give way, and the same effect is produced as in the accident caused by a rolling stone, but often in a much more marked degree.

The remedy for stumbling will, in all cases, depend upon the cause.

If this is from weakness, no care or good riding will prevent a stumble, though it may avert an absolute fall by taking care to sit well back, and to be on the guard against being pulled over the shoulder in case of a serious mistake. There is no use in holding a horse hard in such a case; he should be kept alive but not hurried, because the more tired he is the more likely he is to come down. Great judgment, therefore, will be necessary to "nurse him" to his journey's end; and this will be best done by an occasional relief to his back and walking by his side. No one should ride such a horse habitually; but if, unfortunately, he finds himself on him, and some miles from home, the above is the best course to pursue.

When, however, the stumbling is from decided laziness, the only course is to catch hold of the horse's head and use the

only or year, or both, pretty severely. Many horses are quite safe at their top speed on the trot, but at a half-trot they are never to be trusted. The experienced horseman readily detects the exact pace which his horse can do with the greatest ease and safety, and keeps him to that. Some can trot down hill safely, but are always tripping on level ground (these are low-actioned horses with pretty good shoulders); others, again, always trip going down hill from overshooting themselves, and, of course, each must be ridden accordingly.

When lameness is the cause of failure, the remedy is either to have the shoe taken off and rectified, if that is the cause, or, if in the joints, ligaments, or sinews, to give rest and adopt the proper remedies.

Cutting is caused by the horse touching one leg with the other shoe or foot, and it may be either of the ankle or pastern joint, or of the inside of the leg, or just below the knee, which last is called the speedy cut. It arises from the legs being set on slightly awry, so that the action is not straightforward; and this is aggravated by weakness or want of condition, so that a horse often cuts when poor, though he is quite free from the vice when high in flesh. The cutting may be either of the fore or hind-leg.

The remedy is either to alter the shoeing, or to apply a boot.

Rearing is a coltish trick, which is generally lost as the horse grows older; it is not nearly so common as it used to be, and a bad rearer is not often seen. When in an aggravated form it is a frightful vice, and with an inexperienced rider may be attended with fatal mischief. In slight cases it consists in the horse simply rising a little before and dropping again, as if from play only; but in the worst form it is a systematic attempt to throw the rider, and sometimes the horse goes so far as to throw himself back as well.

The remedy for this vice is the martingale, which may either be used with rings running on the snaffle-rein, or attached directly to that bit by the ordinary billet and buckle; or, again, by means of a running-rein, which commences from the breast-strap of the martingale, and then running through the ring of the snaffle, with a pulley-like action, it is brought back to the front, and it may now be tightened or relaxed

according to circumstances, so as to bring the horse's head absolutely down to his bridle, or, on the other hand, to give it entire liberty, without dismounting. It is a very good plan with an experienced horseman, but its use should not be attempted by any other. With a determined brute, nothing short of this last kind will prevent rearing; and even it will fail in some cases, for there are some horses which rear with their heads between their fore-legs. Nevertheless, happily, they are rare exceptions, and with the majority the martingale in some form is efficacious. It should never be put on the curb-rein with rearers, and indeed a curb is seldom to be used at all with horses addicted to that vice; they are always made worse by the slightest touch of the bit, and unless they are very much inclined to run away, it is far better to trust to a straight bit or plain snaffle, which by not irritating the mouth will often induce them to go pleasantly, whereas a more severe bit would tempt them to show their temper by rearing. Breaking a bottle of water between the ears, or a severe blow in the same part, may in some cases be tried, but the continued use of the martingale will generally suffice.

There is also a mode of curing rearers sometimes attempted, by letting them rise, and then slipping off on one side and pulling them back; but it is a dangerous feat for both horse and rider, and has often led to a broken back on the part of the horse, as well as sometimes to severe injury to the rider.

It is scarcely necessary to remark that the rider should in all cases lean well forward, and relax the bridle while the horse is in the air.

Shying is sometimes the effect of fear, and sometimes of vice, and there are many horses which begin with the former and end with the latter, in consequence of mismanagement.

The young colt is almost always more or less shy, especially if he was brought at once from the retired fields where he was reared, to the streets of a busy town. There are, however, numberless varieties of shyness, some being dreadfully alarmed by one kind of object, which to another is not at all formidable. When a horse finds that he gains his object by turning round, he will often repeat the turning without cause, pretending to be alarmed and looking out for enemies for it.

This is not at all uncommon, and with timid riders leads to a discontinuance of the ride, by which the horse gains his end for the time, and repeats the trick on the first occasion. In genuine shying from fear the eyes are more or less defective; but sometimes this is not the cause, which is founded upon a general irritability of the nervous system. Thus, there are many which never shy at meeting wagons, or other similar objects, but which almost drop with fear on the sight of a small bird flying out of a hedge, or any other startling sound. These are also worse, because they give no notice, whereas the ordinary shyer almost always shows by his ears that he is prepared to turn.

For shyers the only remedy is to take as little notice as possible, to make light of the occurrence, speak encouragingly, yet rather severely, *and to get them by the object some time or other.* If needful, the *aid* of the spur and whip may be called in, but not as a punishment. If the horse can be urged by the object at which he is shying without the whip or the spur, so much the better; but if not he must do so by their use. Whenever fear is the cause of shying, *punishment only adds to that fear*; but where vice has supplanted fear, severity should be used to correct it.

As a general rule, the whip need never be used, unless the horse turns absolutely round; and not then, unless there is reason to suspect that he is pretending fear. If only he will go by the object, even with a "wide berth," as the sailors say, he may be suffered to go on his way unpunished; and nothing is so bad as the almost severity which some horsemen exercise after having conquered his reluctance, and passed the object. At this time he should be praised and patted, with all the encouragement which can be given; and on no account should he be taught to make those rushes so commonly seen on the road, from the improper use of the whip and spur.

If punishment is necessary at all it must be used beforehand; but it often happens that the rider can not spare his whip-hand until the shying is over; and then, in his passion, he does not reflect that the time has gone by for its employment.

Kicking is a very unpleasant vice, either in the saddle or

in harness, but it is not so dangerous in the former as in the latter; its nature is too well known to need description. It is often the result of play, but quite as frequently it arises from a vicious desire to get rid of the rider.

The proper mode of treating a kicker is to catch fast hold of the head, and keep it well up, and then to use the whip down the shoulder severely. If the head is not well in hand he will often kick the more, but if the head is kept up while the blow is given, he will generally desist. A gag-snaffle is very useful with continued kickers, as it serves to keep the head up better than any other bit.

Plunging consists in a series of bounds or springs, by which the horse evidently hopes to relieve himself of his burden. His back is generally rounded, and very often he will "back," or jump off the ground perpendicularly, by which a weak rider is unseated.

The remedy is to sit still, and keep the head confined, though not too closely. Very often plunging is followed by a fit of kicking, for which the rider should be prepared. If there is reason to expect that a horse will commence this trick, a cloth, rolled like a soldier's cloak, and buckled to the front of the saddle, is a great assistance, and will often save a fall when the seat is not very good.

Lying down is a vice which only ponies, and other obstinate temper, indulge in, and it is seldom met with in well-bred horses. The spur will sometimes keep them up, but in bad cases there is no remedy but submission.

Shouldering is also a trick only met with among badly-bred horses, though sometimes horses of all breeds, if they have been badly broken, will adopt this expedient, by attempting to crush the knee against a wall or paling. If, however, the head and foot are put strongly out, the horse can not find enough lateral pressure to overcome their resistance, and no harm is done.

Running away is only an extreme form of pulling in the gallop, but sometimes it is of a most vicious description, and the horse gallops as if incited by excitement. It is a most dangerous vice, as it is generally practiced at times when it is most inconvenient, as in crowded thoroughfares, etc.

For horses which run away, various severe bits have been

invented, but nothing has ever yet been introduced which is so successful as the "Bucephalus nose-band."

It is a good plan in determined brutes to make them run to a standstill, by giving them an up-hill "burster," which may generally be managed, though there are some which are only made worse by this treatment. Still, it generally succeeds, and most horses are rendered quiet for some time by such an effort; nevertheless, they generally try again as soon as they are fresh, and they are seldom to be trusted with any riders but good horsemen. It is of no use to pull down these animals, but it is better to let them go when there is plenty of room, and then to try what a sharp and severe pull will do; not keeping it up too long if ineffectual, but loosing the mouth again for a time, and then trying again. Sometimes, however, there is no room for this, and then the only plan is to try and bring the head round, either with a view of galloping in a circle, or to run the head against a fence or even a strong gate. Sometimes any thing is better than a straight course—as, for instance, into a crowded thoroughfare, where there would be an almost positive certainty of mischief; and in such a case it is better to do any thing than to persevere in the course which the runaway is taking. Here the horse must be pulled into any insurmountable obstacle; and all risks must be run of damaging him, or even his rider, who will, however, generally escape with slight bruises if the horse is run full tilt against the object, and not too vigorously, which will not at all answer the purpose.

Backing is necessary for all horses to be taught, though not so often required as in harness-horses. It is always one of the first things drilled into a colt by its breaker, and the finished and broken horse will, as a matter of course, readily obey the hand of the rider when he gently draws him back. The pull should not be heavier than the particular mouth requires, some horses being easily irritated by too severe a confinement of the mouth. If a horse obstinately refuses to stir, the bit may be gently "sawed" from side to side, which seldom fails to make him stir.

When backing is adopted by the horse with vicious intentions, and contrary to the will of his master, it is called "jibbing," and is a most unmanageable trick, for which the best

remedy is patience. Punishment never answers, and the horse only jibs the more; but by quietly waiting until he is tired, the animal will generally give up the fight, and continue his progress in the desired direction.

Passaging is a feat of horsemanship never used in this country except in the military school. It is the action of the horse by which he moves sideways, using the two legs of each side at a time, and following them up, advancing them to the right or left, by bringing the other two up to them.

The Ride.

The ride, is the putting into practice all the directions which have already been given. When the orders have been issued for a horse to be prepared, he is brought to the door ready saddled and bridled. It is the groom's duty to place the saddle properly on; but it is as well that the equestrian should know how and where to put it on.

The common direction is to put the saddle on "one hand's-breadth behind the shoulder-blade," but this is too far back, and few saddles will remain there; it is far better to place it at once *where it fits* than to give it room to come forward, because the girths only become more slack as it shifts, and allow it to pass still more forward than it otherwise would; whereas, if it had been first placed where it naturally belonged or fitted, the girths would have kept tight, and it would have moved no further.

Place the saddle where it fits, taking care to have it as far back as it will fit. The bridle should be put on, with the bit neither too high nor too low in the mouth, and with the throat-lash of the proper tightness, which points can only be learnt from experience. After leaving the stable, and if the weather is fine, walking the horse about for a few minutes, the girths will generally require tightening. When the horse is to be mounted, the rider, if he can not fully depend upon his assistant, should see to his girths, and that his bridle is properly put on, with the curb of the right degree of tightness, if he uses a double reined bridle. The groom brings the horse up to the door, holding it with the left hand by the snaffle reins, and bearing on the off stirrup to resist the weight, if the rider is a heavy man, which will prevent the saddle from twisting. The rider then mounts, and puts his horse into a walk, which

should always be the pace for the commencement of a ride for pleasure. He may in this pace, as I have already explained, give his horse considerable liberty of the head, and he will have no difficulty in turning him to the right or left, either by the use of one hand or both, or by leaning upon the neck according to the mode to which the horse has been broken. After a short distance he may practice the various paces, and if he is inclined to learn to ride well, he may at times throw the stirrups across the saddle, and attempt to canter without them.

In learning to ride without stirrups, it is a very good plan to have the inside of the trousers lined with a strip of black leather, in the French fashion, which takes a good grip of the saddle; for with cloth trousers and a smoothly polished saddle there is very little hold to be obtained, and the balance alone must preserve the seat. With this addition all the paces may soon be mastered without the aid of the stirrups; but the trot will be the best, of necessity, because it is by far the most difficult. No rise can then be managed, and the body must be suffered to take its chance upon the saddle, leaning back to rather more than the perpendicular position, and not attempting to do more than keep the balance. When riding without stirrups, the feet should be carried in the same position as if they were being used, the heel being carefully depressed, and the toes raised by the muscular power of the leg.

Female Horsemanship.

The saddlery for the use of the lady is similar in principle to that devoted to the gentleman's riding, with the exception that the bits and reins of the bridle are lighter and more ornamented, and the saddle furnished with *crutches*, for side-riding. The reins are narrower than those used by gentlemen, but otherwise the same.

The side-saddle should be carefully fitted to the horse, and there should always be a third crutch, the use of which will hereafter be explained. There is an *oreille* leather girth, which keeps the flaps of the saddle in their places. The stirrups may either be like a man's, with a lining of leather or velvet, or it may be a slipper, which is softer, and also easier to the foot. The lady's whip is a light affair; but as her horse ought seldom to require punishment, it is carried more to

directed, than to give punishment. A spur *may* be added for a lady's use; it is sometimes needed for the purpose of giving a stimulus at the right moment. If used, it is buckled on to the knee, with a small opening is made in the habit, with a strap attached to the inside, which is then threaded round the ankle, and thus keeps the spur always projecting beyond the folds of the habit. A nose-snorting do is generally added for ornament; but no horse which throws his head up is fit for a lady's use.

The lady's horse ought to be the most perfect of goers, instead of being, as it often is, a stupid brute, fit only for a dray.

Many men think that any horse gifted with a neat outline will carry a lady, but it is a great mistake; and if the ladies themselves had the choice of horses they would soon decide to the contrary. The only thing in their favor in choosing a lady's horse is that the weight to be carried is generally light, and therefore a horse calculated to carry them is seldom fit to mount a man, because the weight of the male sex is generally so much above that of an equestrian lady. Few of this sex who ride are above 130 pounds, and most are below that weight. But in point of soundness, action, mouth and temper, the lady's hack should be unimpeachable. A gentleman's hack may be good, yet wholly unable to canter, and so formed that he can not be taught; he, therefore, is unsuited to a lady; but, on the other hand, every ladies horse should do all his paces well. Many ladies, it is true, never trot; but they should not be frightened with the exercise that they can not, because their horses will not.

In size the lady's horse should be about fifteen hands, or from fourteen and a half to fifteen and a half; less than this allows the habit to trail in the dirt, and more makes the horse too lofty and unwieldy for a lady's use.

In breaking the lady's horse, if he is of good temper and fine mouth, little need be done to make him canter easily, and with the right leg foremost. This is necessary, because the other leg is unmanageable to the rider from her side position on the saddle; the breeder, therefore, should adopt the manner already described, and persevere until the horse is quite accustomed to the pace, and habitually starts off with the right leg. He should also bend him thoroughly, so as to make him canter well on his hind legs, and not with the disturbed action

which one so often sees. The curb must be used for this purpose, but without bearing too strongly upon it; the horse must be brought to his paces by fine handling rather than by force, and by occasional pressure, which he will yield to and play with if allowed, rather than by a dead pull. In this way, by taking advantage of every inch yielded, and yet not going too far, the head is gradually brought in, and the hind legs as gradually are thrust forward, so as instinctively to steady the mouth, and prevent the pressure which is feared. When this "setting on the haunches" is accomplished, a horse-cloth may be strapped on the near side of the saddle, to accustom him to the flapping of the habit; but I have always found, in an ordinarily good tempered horse, that if the paces and mouth were all perfect the habit is sure to be borne.

It is a kind of excuse which gentlemen are too apt to make, that their horses have never carried a lady; but if they will carry a gentleman quietly, they will always carry a lady in the same style, though that may not perhaps be suitable to her seat or hands.

The directions for holding the reins, and for their use, already given, apply equally well to ladies; the only difference being that the knee prevents the hand being lowered to the pommel of the saddle. This is one reason why the neck requires to be more bent than for the gentleman's use, because, if it is straight, or at all ewe-necked, the hands being high raise the head into the air, and make the horse more of a "star-gazer" than he otherwise would be. Many ladies hold the reins as in driving, the directions for which are given elsewhere. (See Driving.) It is in some respects better, because it allows the hand to be lower than in the gentleman's mode, and the ends of the reins fall better over the habit.

In mounting, the horse is held steadily, as for a gentleman's use, taking care to keep him well up to the place where the lady stands, from which he is very apt to slide away. The gentleman assistant then places his right hand on his right knee, or a little below it, and receives the lady's left foot. Previously to this, she should have taken the rein in her right hand, which is placed on the middle crutch; then, with her left on the gentleman's shoulder, and her foot in his hand,

she makes a spring from the ground, and immediately stiffens her left leg, using his hand, steadied by his knee, as a second foundation for a spring; and then she is easily lifted to her saddle by the hand following and finishing her spring with what little force is required. As she rises, the hand still keeps hold of the crutch, which throws the body sideways on the saddle, and she then lifts her right knee over the middle crutch. After this she lifts herself up from the saddle, and the gentleman draws her habit from under her until smooth; he then places her left foot in the stirrup, including with it a fold of her habit, and she is finally seated, and should take her reins, and use them as directed for the gentleman.

The great mistake which is constantly made in mounting is in the use of the lady's knee, which should be *carefully straightened* the moment it can be effected; for if kept bent it requires great power to lift a lady into the saddle, whereas, with a good spring and a straight knee, she ought to weigh **but a very few pounds in the hand.**

The lady's seat is very commonly supposed to be a weak one, and to depend entirely upon balance, but this is the greatest possible mistake; and there can be no doubt, from what is seen in private as well as in the circus, that it requires as great an effort of the horse to dislodge a good female rider as to produce the same effect upon a gentleman. Even with the old single crutch, there was a good hold with the leg, but now that the third is added, the grip is really a firm one. When this is not used, the crutch is held hold of by the right leg, and pinched between the calf of the leg and thigh, so as to afford a firm and steady hold for the whole body, especially when aided by the stirrup. But this latter support merely preserves the balance, and is useful also in trotting; it does not at all give a firm steady seat, though it adds to one already obtained by the knee. When two crutches are used, the leg is brought back so far as to grasp the crutch as before, but between the two knees the two crutches are firmly held hold of, the upper one being under the right knee and the lower one above the left. The right knee hooked over the crutch keeps the body from slipping backwards, whilst the left keeps it from a forward motion, and thus the proper position **is maintained.**

In all cases the right foot should be kept back, and the point of the toe should scarcely be visible. These points should be carefully kept in view by all lady riders, and they should learn as soon as possible to steady themselves by this grasp of the crutches, without recourse to the stirrup-lemon. In spite of her side-seat, the body shou'd be square to the front, with the elbow easily bent, and preserved in its proper position by the same precaution.

- The whip is generally held in the right hand, with the lash pointing forward, and toward the left, and by this position it may be used on any part of the horse's body, by reaching over to the left, and cutting before or behind the saddle, or with great ease on the right side. Its use may, therefore, in all cases be substituted for the pressure of the leg in the description of the modes of effecting the change of leg, turning to the left or right, or leading with either leg. With this substitution, and with the caution against all violent attempts at coercion, which are better carried out by the fine hand and delicate tact of the lady, all the feats which man can perform may well be imitated by her.

In dismounting, the horse is brought to a dead stop, and his head held by an assistant; the lady then turns her knee back again from the position between the outside crutch, takes her foot out of the stirrup and sits completely sideways; she then puts her left hand on the gentleman's shoulder, who places his right arm round her waist and lightly assists her to the ground.

DRIVING.

DRIVING a single horse is a very simple process, and requires only a good hand and eye.

The reins are held differently from riding, the near rein passing over the forefinger, and the off between it and the middle finger; and then through the hand, descending from the palm by the side of the thumb. The thumb keeps the near rein firmly against the forefinger, and I have always found it a good plan to pass both reins out of the hand between the little and ring-fingers, so that, without keeping the thumb very firmly fixed, they do not slip through the fingers when the

horse makes a mistake. This has saved me many an accident, because when a person is tired with driving many miles, and the attention flags, a horse, in making a mistake, is not checked till it is too late, in consequence of the thumb and forefinger suffering the rein to slip some inches before it is held firmly between them; but when passing through an additional pair of fingers, and making an angle in order to do this, it is astonishing how firmly the reins are held, and yet with how much less fatigue to the hand.

The bearing-rein is now almost totally out of use in single harness, where it is no more needed than for riding, because the driver has even more command of the mouth than if he were in the saddle. There is no doubt that a bearing-rein is better than a careless driver; but with ordinary care the horse is saved by a slight check, which does not keep him up, *but makes him keep himself up*. This he is partly prevented from doing from the confinement of the head, caused by the bearing-rein; and therefore, although it is useful in driving the horse to hold the head up, it is injurious to an equal extent by confining him from that quick exertion of his powers which might save him from a fall. It is true that many old horses, which have been used to lean upon the bearing-rein, can not be safely driven without; but in most of those which have never been accustomed to its use, it may safely be dispensed with. I have had some few which never could be trusted without a bearing-rein, even though broken in carefully for me; but this was from defective action, and from that straight-necked form which is almost sure to lead to a heavy laming upon the bit.

It is astonishing how seldom one sees a city horse down now as compared with former years, when this rein was in general use, and yet these horses are quite as hard worked as ever, and often with scarcely one good leg out of the four. But with their heads at liberty, and only a double-ringed snaffle, they rarely make a mistake; or, if they do, they are almost sure to save themselves from it. Too tight a rein is quite as bad as holding it too loose, and a gagged horse will be so confined in his action as to be always making mistakes. The head should have a tolerable degree of liberty, the mouth just touching the hand, so as in a good mouth to lead to that playing

with the bit which is the perfection of breaking and driving. By this I mean that tendency to keep within the bit, and to avoid its pressure, which a fine mouth will always show; and yet, when there is high courage, a constant desire to press forward as soon as the hand is at all relaxed; up a steep hill, the head should have entire liberty, while down-hill the hand should be shortened upon the rein, and, with his knees straight, and the feet well out, the driver should be prepared for a mistake, and ready to assist if it is made, not by violently dragging at the head, but by checking sufficiently without gagging the horse.

The mere avoiding of other vehicles in meeting or passing is too simple an affair to require minute description.

In driving a pair, the great art consists in the putting them together, so as to draw equally, and to step together.

To do this well, the horses must match in action and temper, two ponies being much better than a free-tempered horse with a horse with but little spirit; because, in this case, the whip applied to the one only makes the other more free, and, as a consequence, it is impossible to make them draw equally. In some cases, where two horses are exactly equally matched, the coupling-reins must both be of equal length; but this is seldom the case; and when they do not do an equal amount of work, the coupling-rein of the free one must be taken up, and that of the idle horse let out. In watching the working of the two horses the pole-pieces should always be the guide; and if both are slack, with the end of the pole steady, and neither horse shouldering it, the driver may rest contented that his horses are each doing their share; if, however, the pole is shouldered by either, that horse is a rogue, and is making the other do more than his share, keeping the pole straight by the pressure of his shoulder, instead of pulling at the traces. On the other hand, if either horse is pulling away from the pole, and straining at the pole-piece, he is doing more than his share, and his coupling-rein must be taken in accordingly. Sometimes both shoulder the pole, or spread from it, which are equally unsightly habits, and may generally be cured by an alteration of the coupling-reins of both horses, letting them out for shouldering, and taking them in for its opposite bad habit. The reins are held for double-harness as for single.

Bearing reins are more necessary here than in single-harness because there is not the same immediate command of a horse; but in tolerably active and safe goers there is little necessity for them; it is only when horses stand about much that they are wanted, and then only for display; but for this, they certainly are of service, as the horse stands in a very proud and handsome attitude when "borne up," and the pair match much better than when they are suffered to stand at ease.

In driving a pair, it should always be remembered that there are two methods of driving round a curve, one by pulling the inside rein, and the other by hitting the outside horse; and these two should generally be combined, graduating the use of the whip by the thinness of the skin of the horse. In all cases the whip is required in double-harness, if not to drive horses when thoroughly put together, yet to make them pull equally; and there are very few pairs which do not occasionally want a little reminding of their duties. A constant change from one side to the other is a prevention of those tricks and bad habits which horses get into if they are always kept to one side only. The coachman should, therefore, change them every now and then, and back again, so as to make what was a puller from the pole rather bear toward it than otherwise when put on the other side.

Various devices are used by old hands for curing vices in harness-horses.

The kicking-strap in single-harness is merely a strap over the croup, buckled down to the shafts; and in the double-harness a somewhat similar plan is adopted, but of little use as compared with that used in single-harness. Besides these, there are side-reins, martingales, and a variety of other schemes invented; but every one who is likely to want them has his own peculiar ideas on the subject, and it will be unnecessary for me to go into a description of them.

THE END.

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